

THE RIO DE JANEIRO NEWS.

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RIO DE JANEIRO, APRIL 24TH, 1880

NUMBER 12

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THE MADEIRA AND MAMORÉ RAILWAY.

In all reasonable probability the now
famous case between the National Bolivian
Navigation Company and its bondholders
has made its last appearance upon the public
stage. The British House of Lords, on the
23rd ult., unanimously affirmed the judgment
of the Court of Appeals, and directed that
the money, or so much of it as shall remain
after all the legal expenses of both contest-
ants shall have been paid, shall be returned
to the bondholders. This, it would seem,
finally settles the matter, and the case of
which Lord Justice James said "the atmos-
phere of the temple of justice is polluted by
the presence of such things in it," should
now for decency's sake be allowed to drop
into obscurity. The bondholders will have
lost a part of their investment, but they will
probably be thankful enough at rescuing the
remainder to say nothing further about it.
A few men who were intimately
concerned in pushing the venture and in
handling the money will naturally feel deeply
disappointed, and will say many bitter things
against this just decision of the House of
Lords, but as they were not investors and
have lost only their prospective salaries and
pickings, we do not see that they have any
real cause for complaint. Colonel Church
barely escaped being a millionaire on ac-
count of the four-fifths part of the paid up
stock of the navigation company which was
transferred to him for his Bolivian concession;
but the more tangible payment of £20,000,
for his Brazilian concession, which was paid
him by his subsequently-organized railway
company, ought to afford some slight solace
in his hour of defeat. In this respect he is
much better than those who sold their
influence and prospective services for the
less substantial price of paid-up shares.

As a business enterprise, both in its pur-
pose and management, it has seemed objec-
tionable to us from the outset. The build-
ing of an expensive line of railway
through an unsettled and difficult country
can never be justified except on the certainty
of a traffic sufficiently large to meet run-
ning expenses and interest on the outlay, and
this would necessarily depend on the ex-
istence of a progressive people and productive
country at its inland terminus. Bankrupt
Bolivia with her two or three millions of
semi-civilized people could offer no such
inducement. Then, too, its advantages to
Brazil, from which Col. Church secured a
conditional guarantee on £600,000 for the
completion of the railway, is equally chimer-
ical. There are no large populations on
the upper Madeira to derive advantages
from a costly railway, and it is highly im-
probable that the natural laws which govern
the movements of population will be so
ignored in this case as to permit emigrants
to leave the unsettled and equally good lands
near the sea coast for the wilderness of the
Madeira, thousands of miles away from the
shipping markets of the empire. It was a
grand scheme on paper, and Colonel Sellers
would have seen "millions" in it; but it
lacked practical business sense.

In this eminently wise decision of the
British House of Lords the Brazilian govern-
ment has abundant cause for congratulation.
Its guarantee of interest upon £600,000
after a like sum had been expended by the
railway company, could have brought no
beneficial results to the country; it would
simply have been throwing away its money.
This decision now leaves that guarantee free
to be transferred to some better-founded
enterprise, should the government see fit to
continue that policy. The obligation to
pay away money on a questionable venture
never could be satisfactory to Brazil; that
obligation exists no longer, and the country
with all its well-wishers may congratulate
each other on the fortunate issue.

This growing popularity of the postal card as a
means of correspondence is something wonderful.
The entire number manufactured and used during
the first year of their introduction was 100,000,000,
and during the year which has just closed the ag-
gregate number sent out was 246,063,060. This
latter number is an increase over the number
issued in 1879 of 36,879,000.—Philadelphia Com-
mercial Lit., March 8.

SR. JOAQUIM NABUCO AND THE ANTI-SLAVERY SOCIETY.

To the complimentary resolutions passed
by the British and Foreign Anti-Slavery
Society with respect to his action in the
Catta Branca case of illegal slavery and in
opposition to the introduction of Chinese
into Brazil under contract, Deputy Joaquim
Nabuco has made the following response:

Rio de Janeiro, April 8th, 1880.
To Charles H. Allen, Esq'r,
Secretary of the British and Foreign Anti-
Slavery Society.

Dear Sir,—I had the honor to receive
the communication, you kindly addressed
to me, of the resolutions passed by the
Committee of the British and Foreign Anti-
Slavery Society, and I beg you to convey
to your distinguished associates and to
receive for yourself my most sincere thanks.
Your approbation was not for me a matter
of doubt, and therefore it honors me
still more.

The fact that a great English company
had lent itself, during twenty years, to be
the chief instrument for the illegal enslaving
of hundreds of men, for whose freedom it
had solemnly pledged itself by a public
contract, could nowhere excite so much
indignation as in England.

It is for that that the Sr. João d'El-Rey
Mining Company and its accomplices never
had more constant and uncompromising en-
emies than Her Britannic Majesty's repre-
sentatives in Brazil. I was perfectly aware
then that I was rendering a service both to
the English nation and to the Morro Velho
slaves, by denouncing this violation of
human freedom perpetrated by an important
gold mining enterprise of South America
under the protection of the British flag.

I had only in view to call the attention of
the country to that scandalous conspiracy,
and give it the largest publicity. Justice,
after this step, could no longer be delayed.
I must heartily join you in the praise you
bestow upon the worthy magistrate, whose
name I beg leave to mention,—Judge
Frederico Augusto Alvares da Silva,—who
has, by his decree, affirmed the right of the
Catta Branca blacks to their freedom and
settlement in a very which, I am confident,
shall not be altered hereafter.

It is inappropiately much to be regretted,—
that out of the 385 slaves, who in 1845 obtained a
perfect right, by a legal title, to their liberty,
—the minors when they should attain
twenty-one years, the others after fourteen
years of services rendered (1859)—only
123 now appear to receive their letters of
freedom from the hands of public justice.

As for the resistance I offered to the
Chinese immigration scheme, I think with
you that any labor contract made in China
will soon degenerate into a slavery bond for
the contracted, in whatever country he may
choose to settle. I opposed the idea of arti-
ficially sustaining the large proprietorships
with the Asiatic, instead of the decaying
African slave. This plan meanwhile seems
to meet with an insurmountable obstacle
by the refusal of the Celestial Empire to sign
any treaty by whose clauses the emigration
of its subjects could be converted into a
traffic. After the fall, moreover, of the Sin-
gim administration, which had undertaken
to furnish the agriculture of two only of the
southern provinces with coolies, there is no
longer any reason to fear that the black will
be replaced by the yellow slave, and the
inheritance of slave labor will entirely ap-
pertain to free people.

Thanking you once more for the gratify-
ing message you sent me, I assure you that
you will always find me at the fighting
post I now occupy. I place the emancipa-
tion interest beyond any other, above any
party allegiance. Compared to this great
social reform, which should extend the right
of property, freedom, family and conscience
to the race which produces more than two-
thirds of Brazilian exports, political
reforms remain in the shade.

In the approaching session of the Chamber
of Deputies, besides a bill the purport of
which is to correct many of the inequalities
and inequities of the slavery covenant, I
will introduce a bill establishing the date of
the 1st of January, 1890, for the entire
abolition of slavery in the empire.

I know such a large period is a compro-
mise, but it is a necessary one. It is the only
means of surmounting difficulties which
are still very great. The law of the 28th
of September, 1871, sufficient for that time,
has a slower action and gives a lower rate of
yearly emancipations than the circum-
stances of the country and the steady progress
of public conscience now both allow and
require. An unchangeable term, such as
the 1st of January, 1890, would leave time
to the planters to prepare for the great
evolution, while it would give rise directly
in the hearts of the slave to an invaluable

hope, of an infinite price, which would
render life less and less hard for them at
every step of time that should bring them
nearer to freedom.

That bill will not be converted this year
into a law, but introduced every session, in
a liberal house by myself or some of my
friends, and in a conservative house by
some prominent conservative abolitionist,
like Mr. Gusmão Lobo, increasing every
time in votes, it will triumph at last. The
date remaining immovable, every delay
would render the transition period shorter,
but it would not be our fault. The frontier
of the next decade, I hope, will not be
crossed by any man calling himself a slave.

Such a hope is sure to meet with the sym-
pathy of the Emperor, who cannot but be
earnestly desirous of leaving to his daughter
a free country, rid of slavery, and who has
already had forty years of reign to excite
wint Alexander II of Russia did after six,
not for one million, but for forty millions of
his subjects against most terrible odds and
incomparable social resistances, without
disposing in fact of any greater strength.

We will have on our side, too, the gener-
osity of the national character, and chiefly the
complicity of the slave-owners, who, out of
humane feelings, are actually becoming
more and more the best workers of eman-
cipation.

The law passed under the Viscount of
Rio Branco's administration was certainly
not a compromise between two independent
sovereignties: the State and Slavery. It
was not a contract *ad hoc*, nor a treaty of
alliance. It was, like any other, a legislative
act to be tested by experience, and by its
own nature the mere forerunner of the
definite solution. It shook the traditional
building and exposed its secular foundation;
now the fall must follow.

Under the last administration the move-
ment was checked for a while, but the
cabinet was thrown down, and emancipa-
tion stands. What better signal of the
public spirit than the private liberality of
great and small landowners, leaving, by
will, all their slaves free and outlying
lands to be distributed amongst them? And
yet every day a new name is inscribed in
this Golden Book, whose pages every
Brazilian would be proud to read. What
better signal, too, than the position
assumed by the daily press, having at its
head the leading newspapers of the capi-
tal, the *Jornal do Commercio*, whose defense
of the redemption fund honors our jour-
nalism, and the *Gazeta de Notícias*, always
open to that noble propaganda? All the
generosity of the country is aroused, long
since, in favor of progressive abolition.
Anywhere, at the public meetings as well
as in the parliament galleries, every word
of abolition is greeted with applause, and
a true popularity is attached to the mem-
ory of those who were the precursors of
the idea, as well as to every statesman
who tries to build the greatness of the
country only upon a free soil.

Finally we may rely on a late but power-
ful contingent, when all those who de-
scend from slaves will understand what a
duty that legacy imposes on them to-
wards the cause we defend. "The fact
remains, but the right has passed," said
my father, the late Senator Nabuco, allud-
ing to the beneficent law of the 28th of
September, 1871. Well, a fact which does
not stand upon right is condemned to
perish, it has no internal life, and the
sooner, the better.

The British and Foreign Anti-Slavery
Society sees every day the propagation of
its efforts. That is a result of the work
of social and moral levelling which is being
carried on among civilized countries.
Those efforts, more than once, were directed
towards Brazil, and they were not un-
successful. Well, the day is not very distant,
when in the geographical map of slavery,
Brazil and Cuba, two of the most beautiful
portions of the globe, will no longer be
the dark spots in American land. That day
your work will be almost done, but from
that date, which I called the National
Hegira, will begin the new life of a coun-
try destined to be by the virtue of free
labor alone, a blessed home, the pride of
her children, born or adoptive.

Offering you the assurance of my high
regard, I remain, dear Sir,

Yours very sincerely,
JOAQUIM NABUCO,
Member of the Brazilian Parliament.

It is a fact worthy of notice that of foreign nations
only England and Netherlands have reduced their
debt since 1865, and those have been very trifling
compared with the decrease of the debt in the
United States, which has been \$53,000,000 since
1865. The debt of the United States is now less
than that of France, Great Britain, Russia or Spain,
and very little more than that of Austria, Hun-
gary or Italy.—Philadelphia Commercial Lit.

THE BOTANICAL GARDEN RAILROAD COMPANY AND THE VINTEM TAX.

In reply to inquiries from the manager of
the Botanical Garden Railroad relative to
his proceedings, in the matter of the pas-
senger tax, during the first days of January
last, the government fiscal engineer, Dr.
Antonio Paulo Mello Barreto made the
following explicit statement:

Rio de Janeiro, January 3, 1880.
Evening.

Dear Sir,—From the explanations made to me
of the manner in which the Botanical Garden
Railroad Company has proceeded in the collection of
the passenger tax on its cars, has resulted the conviction
that you have wisely fulfilled your duty, minding
prudence, which one ought to have in such cases,
with the execution of the law. If your course had
been otherwise, more disastrous and widespread
would have been the events that at this moment
will afflict the hearts which sincerely heat for their
country.

Although it is the imperative duty of the imperial
government to put this tax law into execution, it
should not be held responsible for the disasters
arising therefrom because it is only the executor of
legislative enactments.

The law is a tax of the country which it is the duty
of the government to respect and put into execution
however great may be the difficulties put in its way
by popular manifestations.

The unfortunate seems to which I allude have
not been witnessed on the cars of the Botanical
Garden Company owing to the wise measures adopted
by you and the instructions given to your employees.
On the one hand you have contributed to prevent
disorders, wounds and even deaths to peaceful citi-
zens which must certainly meet the wishes of the
imperial government; on the other hand since you
have assumed the obligation to make good the amount
of the tax which the most recalcitrant refuse
to pay, it seems to me laudable that it must be a mat-
ter of indifference to the government whether the
tax comes from the purse of the passenger or that of
the company. I do not believe that this course is
prohibited nor even illegal.

It is for me beyond doubt that your procedure is
worthy of all praise for the adhesion given to the
measures of the imperial government, strengthened,
as I am informed, by the esteem and consideration
which in private you manifest to the members of
the present cabinet and which excludes any idea
hostile to the measures that may be considered of
public utility. It seems to me also that, if the gov-
ernment considered that the prudent measures taken
by the company without any sort of prejudice to
the treasury should be, the necessary instructions
and recommendations would have been given to
the fiscal engineer of the company, a position I
am proud to hold, to substitute the system adopted
by you to some other in which the collection should
be made by government agents and not by the com-
pany's employees, to whom this mission can only
be conceded by tacit consent of the government.

It cannot be the wish of the imperial government
that the company should expose its employees to
the anger of the people without the government
being able to guarantee their lives and to prevent
the destruction of the company's property. It is
therefore my sincere opinion and well-founded
belief that you have rendered the imperial govern-
ment relevant service and that the moderate
procedure of your employees, denoting good order
and discipline in the affairs of the company, has
produced the result that many who would have
rebelled against any exaction on the part of the
authorities have resigned themselves to the payment
of the tax on account of the respectful manner with
which they addressed the public.

I think I have responded fully to your favor of
today and I shall consider myself happy if I shall
have restored tranquility, you so much need, to your
mind, troubled by those events which have also
deeply afflicted me. I shall be equally sorry if by
any emergency you feel obliged to adopt the ex-
pedient of paralyzing or ceasing the traffic of the
line which, in my opinion, aside from being pre-
judicial to the public would involve a violation of
contracts which it is your duty to maintain and
respect as you have always so worthily done.

I improve the occasion to repeat the protest of
esteem and consideration with which I remain,
Your obedient servant,
MELLO BARRETO.

MR. RICHARD CUTTS SHANNON,
Manager of the Botanical Garden R.R. Co.

CANADIAN EXPORTS

The following is a list of some of the agricultural
products exported from Canada during the years
1877 and 1878, according to official returns:

	1877	1878
Barley	6,872,180 bushels	7,513,342 bushels
Wheat	126,000 "	71,200 "
Indian corn	4,053,721 "	3,062,500 "
Oats	2,099,950 "	4,126,841 "
Peas	173,343 "	24,800 "
Rye	92,005 "	47,470 "
Wheat	3,559,095 "	8,909,412 "
Wheat	778,429 bushels	470,245 bushels
Oat meal	33,727 "	17,515 "
Peas	3,748,313 bushels	1,009,252 bushels
Indian	15,473,539 lbs.	15,844,117 lbs.
Cheese	32,209,041 "	20,571,330 "
Eggs	3,003,981 dozen	3,781,720 dozen

The exports of lumber from the two provinces of
Ontario and Quebec amounted to,

	1877	1878
in 1877	320,115,000	249,314 dollars
in 1877	320,115,000	249,314 "
in 1877	320,115,000	249,314 "

THE RIO NEWS

PUBLISHED TRIMONTLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th of the month.

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RIO DE JANEIRO, APRIL 24TH, 1880.

THE opening of the General Assembly on the 15th inst. took place quietly and without formality. In the Senate the explanations of the outgoing and incoming prime ministers were made, which were followed by some general discussion on the policy of the government. Up to the present time the attention of the Senate has been largely occupied with private legislation. Nothing beyond a limited discussion on general legislation has been done. The new ministry shows a disposition to be perfectly frank and straight-forward in its measures, and will without doubt carry the best sentiment of the country with it. In the Chamber of Deputies there was no session until the 22nd because of the lack of a quorum. On the assembling of the deputies the usual explanations of the ministerial change followed after which a vigorous attack on the outgoing ministry was made by Deputy Leoncio de Carvalho. Deputy Joaquim Nabuco asked that a date for the final termination of slavery should be named. Deputy Martinho Campos asked and obtained a vote of confidence for the new ministry.

THE occasion of a visit to the postoffice of this city on the 14th inst., by the minister of agriculture, led the *Gazeta* to some comments on the present state of the postal service in Brazil which are worthy of that minister's serious attention. Our colleague calls attention to the facts that postal cards, which are now used all over the world, have not yet been adopted in Brazil; that the generally-desired reduction in postage has not yet been effected; and that the city is in need of a street letter-box system which elsewhere has been found so advantageous. All these suggestions will commend themselves to the minister of agriculture at first sight. We may add also that there is urgent necessity for such reforms in the service as will insure the speedy and safe transmission of the mails all through the empire, and that every postal official should be impressed with the idea that the public requires a prompt attention to business at all times. And we would add further that the business community of this city requires an improvement in the means of delivering the mails. The delays always and necessarily attendant upon the distribution of a large mail, supplemented by the limited ability of the office to attend promptly to the calls of box-holders, renders some kind of a change very necessary. As it is impracticable to increase the clerical force of the office, the best and only improvement is in the box delivery. Were the office furnished with lock boxes, similar to the New York office where the Yale lock system* is used to such a great advantage, there would be an incalculable saving of time and trouble on the part of business men, and a corresponding increase in the effectiveness of the office itself. It is to be hoped that the minister will take these suggestions into an early consideration.

* The Yale lock system gives a lock and key to every boxholder which is unlike every other lock and key in use, and is therefore perfectly safe. Models, etc., have been in possession of the postoffice officials for several months, where its advantages have been explained and are thoroughly understood.

OUR eminently considerate contemporary has performed the invaluable service, in his last issue, of informing the public that he has received a list of the "defaulting states" of the world, beginning with Alabama and ending with Virginia. Of course he does not wish to be understood that American states are the only defaulters in the list; the indifferently-informed reader who draws that inference will have only himself to blame. All that our neighbor wishes to

state is that Alabama and Virginia are at the head and tail of this black list of "semi-civilized states;" the others can be sandwiched between them to suit the taste. In the same connection, we are informed that Brazil is not a defaulting state. Now some innocent persons are likely to fall into the error that the two states above mentioned are compared with Brazil, and to the great disparagement of the former. This is not the purpose of our contemporary; he never would commit so gross an error. He simply wishes to inform his Brazilian readers that the list begins with Alabama and ends with Virginia—and that Brazil does not figure in it. Were he to draw a comparison, it would be between the two American states on the one side, and the states of São Paulo and Rio Grande do Sul, or of Ireland and Newfoundland on the other. And as to Brazil, he would of course honor her imperial sovereignty, while noting her eloquent absence from the list, by comparing her credit with that of United States, and not with that of the petty state of Virginia. Speaking of the latter, it is interesting to note just here that she has not yet committed the sin of repudiation, and that a bill scaling her debt from thirty-three millions to twenty millions was vetoed by the governor of that state March 5 on the ground that she was pledged by repeated legislative acts to pay the whole. And as to the United States, whose credit some badly-informed persons might think to be hidden away somewhere between that "A" and "V," her bonds ranged one month ago from 103 7/8 to 126 1/2—where in all reasonable probability they still remain. Besides that, according to a telegram in the *London Times*, weekly edition, of the 19th ult., "the United States' revenues so largely exceed the expenditure that the treasury cancels \$2,000,000 of the government debt weekly." That means nearly two hundred dollars a minute. But of course our colleague did not refer to this; he simply called attention to the alphabetical peculiarities of the list—it begins with "A" and ends with "V."

THE FAMINE IN BRAZIL.

Schiller & Company of No. 743 Broadway announce that they are ready to receive and forward any contributions which may be sent to them for the relief of the sufferers by famine in Brazil. They say that they have written to the Brazilian minister and to Secretary Evans for information, and that Mr. Herbert H. Smith is so well vouched for that there can be no doubt of the accuracy of his statements in relation to the existing famine. They express the hope that large subscriptions will be made for the relief of the thousands starving on this continent.—*N. Y. Evening Post*, March 5.

It is to be regretted that the generous efforts of Messrs. Scribner & Co. were not employed in behalf of the starving people of the northern provinces some eighteen months ago, at a time when the drought and famine and pestilence were approaching their climax. A full account of the *sieca* appeared in the *New York Evening Post* of September 25, 1878, and was followed from time to time by references to the miserable state of those provinces. The same journal of January 31, 1879, reported the terrible mortality in Ceará the previous month, from small-pox and famine, and the *Herald* of February 14th gave Mr. Herbert H. Smith's graphic account of his visit to that province and the unparalleled state of misery and destitution in which he found its wretched people. The impending dangers of a famine in Ireland, the result more of political and social conditions than of climatic causes, is sufficient to rouse the generous sympathies of the whole country. Besides that, Ireland is a part of the richest and most powerful nation of the world, and is in near contact with others whose proximity and generous impulses would enable them to meet all urgent distress with prompt relief. With these unfortunate Brazilian provinces, however, the case was very different. Their great distance from the civilized nations of the north, their location outside of the regular lines of communication with Brazil, the imperfect communication between them and other parts of the empire, the scanty knowledge of them which the northern nations possessed,—all these conditions tended to isolate them from the rest of the world, and to shut them out from that ever-ready assistance which all real distress calls forth. Brazil was in no condition to meet their wants promptly and effectively, and her government, either through ignorance of the full extent of the calamity or a false policy in not appealing to the world for immediate assistance, failed

to meet the emergency. The result has been that a half million of lives have been lost through famine and disease, before the world became aware that anything unusual had happened. Now when the awakening seems to have come, the most pressing needs for help have passed and the people are returning to their homes with the promise of a good season and harvest before them. There is still want and suffering, and need of well-administered charity—conditions which must necessarily continue until after the coming season's crops are gathered. It would be unwise, however, to continue any relief measures which would encourage able-bodied men to remain in idleness and thus prevent a return to those productive industries which the rainy season now invites; therefore, the task before charitable people is one of unusual delicacy and difficulty. For these reasons and from the circumstance that there are now only rare, isolated cases of starvation in those provinces, there is no need of any extensive measures for relief on the part of Messrs. Scribner & Co., and their efforts should be directed mainly to the supply of suitable seeds, agricultural implements, and supplies necessary to support the people during the growing season. Although these poor people will never understand why their relief has been so long coming, they will be deeply grateful to this great publishing house for its charitable interest in their behalf.

DANIEL M. FOX, M. I. C. E.

After nearly a quarter of a century of continuous service on the Santos and Jundiáhy (São Paulo) Railway, Mr. Fox has resigned his position and will return to England on the *Guadiana* to-day. His friends in São Paulo, English, Americans, Brazilians, manifested their esteem and respect for his character, and appreciation of his many qualities as a friend and neighbor, in many graceful and kindly acts which must have been gratifying to their recipient.

In the history of Brazilian railways Mr. Fox's long term of administration has been unusual; as creditable to the discernment of the board of directors which retained his services, as honorable to Mr. Fox in deserving its confidence.

Previous to coming to Brazil in 1856, Mr. Fox, after serving his time in the office of Mr. James Brunlees, was acting engineer of the Lancashire and Yorkshire Railway, where he was engaged on several heavy works; and subsequently was for nearly two years on railway and reclamation work in the north of Ireland. During two years he was employed on railways in Spain—the Mediterranean line, the North line, and the Malaga and Cordova line. Returning to England, Mr. Fox was engaged in laying out and constructing a narrow gauge railway through very rough country in North Wales.

In 1856 he was commissioned by Mr. Brunlees to examine and report upon the plans and designs of the projected railway from Santos to Jundiáhy, of which the Visconde de Mauá and others were the concessionnaires. Arriving in Rio de Janeiro in April he found that the concession for the railway lacked formal ratification, and it was not until August that he was enabled to go to Santos with the Visconde's engineer to begin his work. Once on the ground he found that no studies or plans had yet been made of the Serra do Cubatão, the key of the whole position, and that from the Alto da Serra to São Paulo the studies were of a superficial character. Mr. Fox at once set about the serious work of prospecting in an unknown region, covered with a dense forest, and after months of unremitting labor determined on the route which was eventually followed. The height to be overcome was about 2,500 feet, not a range of mountains which might be tunneled, but the truncated edge of the table land of São Paulo, not broken into projecting ridges and foot hills as at Paranaquá and Rio, but a sheer sea cliff. A locomotive road would have exhausted the limited capital guaranteed by the imperial government, and there was no hope that it would be increased. The only alternative was a series of inclined planes worked by fixed engines. This decided, Mr. Fox verified and remade the plans from the Alto da Serra to Jundiáhy, a distance of 20 leagues, and in November, 1857, he returned to England.

The Santos and Jundiáhy Railway Company was finally formed in December, 1859, and in the beginning of 1860 (during which year Mr. Fox was elected a member of the

Institute of Civil Engineers) he returned to Brazil to take charge of the works as principal resident engineer. There were many difficulties of construction encountered, and repeated damage to the road by rains and floods, all of which were overcome in detail and the finished railway was definitely accepted by the government in February, 1867, when after a few months holiday Mr. Fox was appointed resident engineer in July, and in the following year superintendent and engineer-in-chief.

In the organization of the staff of the railway, in perfecting the line and works, and inaugurating the business, Mr. Fox exhibited great tact and administrative ability and he may be justly credited with a fair share of the prosperity which the São Paulo railway has achieved.

While Mr. Fox was detained in Rio in 1856 he ran a series of levels up the Serra to Petropolis for the railway then projected by the Visconde de Mauá and during the construction of the São Paulo railway he had made the surveys of the extension of the line to Campinas and S. João do Rio Claro; of a line from São Paulo to Jacarary; of the Rio Panhyba with a view to its navigation from Jacarary to Cachoeira, besides carrying out various public works for the province and making the preliminary plans of the water and drainage works of the city of São Paulo.

Mr. Fox's name will always be associated with the railway system of the province, of which his road is the trunk and base; his work contributed to its success, and the board of directors does well in availing itself of his valuable experience by retaining his services as consulting engineer in London.

THERE ARE cool mines in Germany in which the phenomenon of ebullition and flow has been observed.

THE TOBACCO crop of the United States in 1879 was about eight million pounds less than that of 1878.

AN American exchange says that about \$10,000,000 of eastern capital have been invested in Utah mining circles during the present season. That shows where the capital goes.

TWO Canadian who believe in protection are demanding an additional tax on agricultural products, including 2 1/2 cents per bushel on corn, and \$2 per barrel on pork.

THE total export of ice from Boston during 1878 was 53,180 tons. Of this total 2,500 tons were sent to Rio de Janeiro. The cut in Maine during the past winter is estimated at 1,000,000 tons.

THERE are twenty-five thousand flour mills in the United States, nearly half of which are in the north of the Ohio river. If worked to their fullest capacity, the mills of Illinois, Wisconsin, Iowa and Minnesota would consume 217,000,000 bushels of wheat a day, and could make 43,000,000 barrels of flour a year. The actual amount produced in 1879 in Minnesota was 6,000,000 barrels, and the aggregate amount produced in Illinois, Iowa and Wisconsin was 15,000,000 barrels, making a total product of 21,000,000 barrels—about one-half their running capacity.

LOCAL NOTES

—Three European steamers of the 14th inst. brought 471 immigrants.

—The petition of the Western and Brazilian telegraph company to have the rates on the land line raised has been deferred by the minister of agriculture on the ground that it would be inimical to the revenues of the state and to the interests of commerce. The minister also declines to concede any pecuniary assistance to the company as an offset to this competition.

—We are informed that our good friends the "Rio Theatians" intend favoring the English-speaking people with another of their entertaining performances. Of course, the attendance will be all that can reasonably be expected. Is it out of order to suggest that this coming representation be a little less diluted with the Euterpean?

—Can we not prevail upon the energetic proprietor of the concession for local telephonic service to inaugurate his useful work by establishing a line between the city proper and Tijuca? It would doubtless pay, and at the same time be a practical demonstration of the utility of the system. The personnel would be inexpensive, and the convenience of such an office incalculable.

—The number of deaths from yellow fever in this city from the 1st to the 15th inst. inclusive was 148, and at the Jundiáhy hospital 15; total 163. Total from January 1st to April 15th, inclusive, 1,268.

—The government announces that all reports relative to a supposed purpose on the part of the minister of finance to raise funds either by an emission of paper money, or by the placing of a national or foreign loan, are wholly without foundation. The minister of finance authorizes the announcement that the government has resources sufficient for the demands of the present fiscal year.

—At a meeting of the creditors of Mauá & Co. on the 21st inst. it was resolved to place full, unlimited powers in the hands of the board of administration. The representative of the government was the only objecting creditor.

—The Italian steamer *Pampa* which arrived on the 19th inst., brought out 688 immigrants.

—The lessee of the "União e Indústria" turnpike informs the minister of agriculture that he began running coaches on the 17th.

—According to "Prouthomme" the president of the municipal council of this city has won notoriety by writing on paper which cost eighty milreis a ream.

—A manifestation was made to ex-Minister Leoncio de Carvalho on the evening of the 19th, in commemoration of his decree of April 19, 1879, granting free instruction in the superior lecture courses of the empire.

—The commission appointed to investigate the *Schiffes* fiasco has decided that the machinery and chief engineer are to blame for all the capricious actions of that now famous ironclad. Of course the commander, Captain Faria, is cleared from all responsibility.

—We have received a well-executed railway map of the provinces of Rio de Janeiro, São Paulo and Minas, for which we are under many obligations.

—The imperial choice for the Parahyba senatorship has fallen upon Dr. João Florentino Meira de Vasconcelos. Like his great American prototype, Ben Butler, Dr. Souza Carvalho proposes to try again.

—Six houses in Rua de Pedro II, Engenho Novo, were destroyed by fire on the morning of the 19th. The losses were considerable, but were generally covered by insurance. The fire originated by the burning of a can of kerosene in a grocery store. The grocer and his clerk were at once arrested, and will remain in jail until it is decided whether the fire was accidental or not.

—Some one writes to the *Gazeta de Notícias* that the work of covering the Pedregulho reservoir has been suspended since the 1st of the month. The reason, he says, is that Inspector Jardim has contracted with the Santa Cruz factory for the remainder of the tiles needed, and that the works are now waiting for tiles. We have not yet heard of any fines for the delay, but, of course, the shoe is now on the other foot.

—We regret to see that our contemporary of the "moral horizon" has reverted to his old practice of inserting scandalous advertisements. It is undoubtedly a proof of a high moral plane when the leading journal of Brazil turns its columns and office into a means of communication between rakes and prostitutes, and then preaches its sermons on public morality. There is no Good Friday to dodge behind now, so we trust that our colleague will rise to explain.

—A soldier of the 7th infantry battalion employed his leisure time on the 3rd inst. in beating a poor woman in the public street. The scene of this shameful affair was directly in front of a police station, and the policemen were passive witnesses of it. The brute continued beating the woman until he was stopped by an officer of his own battalion. Such scenes as these—and they are not rare—are blots upon the daily history of this country which will never be covered up by the foundation of normal schools, nor by the passage of rhetorical legislative acts. The only remedy for these wanton outrages is the summary punishment of the offender.

—At the annual general meeting of the shareholders of the Botanical Garden Railroad Company, held in New York on the 3rd of March, the following officers were chosen to serve for the ensuing term: George Cecil, president; Albert L. Willis, treasurer; W. T. Williams, secretary.

—According to the report of the president of the board of health, the number of yellow fever patients received at the Jundiáhy hospital in the first quarter of the present year was 552, and the number of deaths 134, nearly 25 per cent. In the first fifteen days of April the admissions to the hospital were 94 and the deaths 15. This total added to the totals previously given of the yellow fever mortality of this city, gives a grand total of 1,105 during the first quarter of 1880. The mortality report of Nictleeroy is still lacking.

—In our report of the deaths from yellow fever in this city during the months of January, February and March, we gave the total as 971. This total was obtained from an actual count of the deaths each day as reported in the *Jornal do Commercio*. In a report just published the Barão de Lavradio, president of the board of health, gives the total as 921, a difference of 50. If the reports of the Misericórdia hospital authorities are trustworthy, then our total is the one nearest correct, as we have taken the trouble to count every day's list, and to accept no published totals without verification. It is needless to add that we have found these published totals wrong in many instances, and, accepting the Barão de Lavradio's own statement, it is probable that none of them are reliable.

—By an imperial letter of the 19th inst., the decoration of the Order of the Rose was conferred upon Daniel Mackinnon Fox, M. Inst. C. E., the retiring engineer of the São Paulo railway.

—The *Corria Paulistana* relates a curious event which took place on the express train from this city to São Paulo on the 18th inst. During the journey a large black butterfly entered a first-class car and hovered about in such a way as to excite the apprehensions of a lady who was on her way to see a sister who was gravely ill. It is a common superstition that the black butterfly forebodes death. A gentleman in the car sought to quiet the fears of the lady and laughed at such presentiments. He then attempted to drive the unwelcome visitor out of the car, but the butterfly at once began hovering about him in a most persistent manner. Shortly after he began feeling ill and in a brief time was a corpse. The man really died of heart disease, hastened probably by his exertions to catch the butterfly, but it will be difficult to make many people believe otherwise than that the poor insect possessed some malign influence which brought death upon him.

PROVINCIAL NOTES

An association was formed in Pernambuco not long ago for the sale of fresh beef—the announced purpose being to furnish a good article at lower prices than asked in the market. The opening of the enterprise was announced for the 6th inst., and the sign adopted was a red flag. According to a correspondent of the *Journal do Recife*, the opening took place as announced, but the meats were of bad quality and the price was high—640 to 700 réis per kilo. The people were therefore so indignant that they tried to tear down the red flag and break up the beneficent enterprise, which they would have done were it not for the interference of the market authorities.

We read in the *Journal do Recife* that the Meirim plantation, Iambé, Pernambuco, belonging to Mr. Joaquim Monteiro Guedes Goncalves, was the scene of a horrible tragedy on the 21st of March last. A slave woman was receiving a whipping under the orders of her master, and her little child of three years was crying with fright. The woman's husband, also a slave, arrived on the scene during the punishment and at once threw himself at the master's feet and asked mercy for his miserable companion. He was repelled with threats. In a fit of desperation he started to leave the place when the child caught him and begged protection. Made still more desperate by this, he drew a knife and killed the child. He afterwards surrendered himself to the police.

The *Constituinte* of São Paulo, in its standing announcement of the candidacy of Ilario Homem de Mello for the position of deputy made vacant by his entering the ministry, announces that there will be no official list, and that the government will interfere neither directly nor indirectly in the election. This will be welcome news to all Brazilians who sincerely wish electoral reform, as it is proof positive that the present ministry is in earnest. Under such circumstances the ministry in general, and Ilario Homem de Mello in particular, should receive the cordial support of the São Paulo electors.

The *Diário da Gramma* is publishing Princess Katia's "Bird's-Eye View of Portugal."

Pará has eight telephone lines, five of the American system, one of the French, and two of local make. Two more were soon to be laid at last advice.

In March the receipts of the São Paulo postal department amounted to 19,245\$720 and the expenditures to 15,498\$137, leaving a balance of 3,847\$583. These figures include the whole province.

Late 324 of the São Paulo provincial assembly authorized six more lotteries, all but one of which are for the benefit of parish churches.

The São Paulo assembly has authorized an expenditure of 40,000\$ in repairing the walls of the penitentiary in that city. The other mural wall fell down.

The repeal of the city ordinance requiring the closing of business places on Sundays and religious holidays, passed the São Paulo assembly on the 13th inst. The friends of the repeal celebrated that event in the evening with music, fireworks, etc.; and the dependent employees have been making fruitless petitions to the president not to sanction it.

A young black woman, a slave of one Pedro José Montenegro, of Itapira, Pernambuco, presented herself to the chief of police of Pernambuco on the 3rd inst. and complained that her master had driven her from his house because she had come blind with a catarrh and could not work. She was driven out of her master's house and away from her children with blows on the 12th of March. She was sent to the hospital by the chief of police, and was declared free because of abandonment by her master.

The people of Rio Grande do Sul are still complaining of their mail service. Even registered letters often fail to reach their destination, especially when they contain money.

The São Paulo provincial assembly closed its sessions on the 17th inst.

Lorenz, São Paulo, doesn't believe in competition—that is, competition from outside. By a project introduced into the provincial assembly, the authorities propose to tax all non-resident bread and meat-sellers to the extent 100\$ per annum.

The winter season continues good in the northern provinces, and the refugees are returning to their plantations. Public relief has been almost wholly suspended.

A strange story of shipwreck is told by the captain of the Norwegian schooner *Harold Haarfager*, which arrived at Rio Grande do Sul on the 9th inst. Eight days after leaving Hampton Roads [the *Maritime Register* reports the vessel as leaving Richmond Jan. 30], says the captain, he saw a small object at a distance, to which he directed his course. The object proved to be a man on a small boat, who was nearly unconscious. He was taken on board and cared for, and on recovering his strength some days after told his story. He said he was the master of an American brig, that a storm was encountered off Cape Hatteras during which the vessel became water-logged and sank, that all hands were lost except himself, and that his life was saved by constructing a float from some barrels and two barrels of powder. He was eighty-four hours on this float, without any food whatever. Afterwards the *Harold Haarfager* spoke several vessels and asked to have the shipwrecked man taken to any American port, but the request was refused until an English brig, bound for Valparaiso, consented to take him on board. The curious part of this story is that the names of the shipwrecked brig, the rescue master, the ports he hailed and whether he was bound, and of the English brig—none of them are given.

The election in Minas Geraes to ratify the promotion of Deputy Lima Duarte to the ministry will take place May 23.

The commercial association of Porto Alegre petitioned the Emperor January 9th against the operation of the customs law which requires the payment of 1½ per cent. on the dispatch of foreign goods which have already paid import duties at another port of the empire, in so far as it affects the shipment of such goods from Rio Grande and Pelotas to Porto Alegre. Up to the 8th inst. no response had been received to their last representation.

The *Crus Alente*, of Cruz Alta, Rio Grande do Sul, states that a letter registered at the postoffice in that place on the 22nd of October, 1879, reached Rio de Janeiro on the 11th of February, 1880—one hundred and twelve days on the way.

The project authorizing three lottery drawings for the erection of a monument at Ypiranga to commemorate the declaration of Brazilian independence became a law on the 6th inst. We would suggest the following inscription:

To commemorate
THE DECLARATION OF BRAZILIAN INDEPENDENCE
which took place on this hallowed spot
September 7, 1822,
and as a token of the
PROSPERITY AND SECURITY
according to them after a lapse of fifty-eight years,
this monument is erected by
THREE GRATEFUL AND PATRIOTIC LOTTERIES.
As no Datum, 1880.
"Independência ou Morte."

RAILROAD NOTES

A social gathering of the employees of the São Paulo railway and their friends took place at the São Paulo risk on the evening of the 9th inst. for the purpose of manifesting their esteem for the superintendent of that line, D. M. Fox, Esq., who shortly returns to England. At the close of brief pleasant entertainment, Messrs. Speers, Araújo and others, in behalf of the railway employees, presented Mr. Fox with a rich tea service and centre piece, valued at £160. The centre piece contained the following inscription: "Presented to Mr. D. M. Fox, civil engineer of the São Paulo railway, by the employees of that road, as a testimonial of their esteem and consideration, on the occasion of his departure from São Paulo, Brazil, April, 1880."

The general government has directed that the railway material received at Pará for the "Beauevisse a Benfém" road shall be admitted free of duty.

The March receipts of the Baio de Arannana railroad were 10,429\$430. The passenger traffic amounted to 39 of the first class, and 535 of the third.

The project for the extension of the Paulista railway from São João do Rio Claro to Araraquã, without prejudice to the rights of the Paulista company, was passed by the São Paulo provincial assembly and became a law on the 10th inst. The same concession provides for branches to Brotas, Dona Correlhos and Jabi. No persons are named in the concession.

AMERICAN TRADE AT SANTOS.

According to the annual report of U. S. Consul William T. Wright, the American trade at Santos is constantly increasing, and would increase with greater rapidity were there a line of American steamers touching at that port. There was not a single American steamship arrival there during the year, while the entries of other nationalities were, 59 British, 60 German, 21 French, 5 Belgian and 3 Italian. Five American sailing vessels, of 1,681 tons, entered during the year.

The total value of the exports from Santos in 1879 was \$16,542,780, of which the United States took a value of \$2,771,000. Coffee constituted almost the entire export.

The imports from the United States, of which only the quantities can be given, were as follows: flour, 27,341 barrels; lard, 5,078 barrels; petroleum, 14,100 cases; turpentine, 540 cases; pine shavings, 21,454 pieces; household objects and furniture, 124 cases; glassware, 5 cases; machinery, 2 cases; fireworks, 4 cases; ironware, machinery, manufactured goods, tea, India rubber, perfumery, 275 cases; fireworks, comets, 10 cases; house building materials, gasoline and gas-diff, 350 cases; oil, 265 cases; rosin, 75 barrels; rice, 102 bags; paper, 651 trusses; fire-crackers, 63 cases; beer, 70 cases; drugs, 25 cases; tobacco, 6 cases; playing cards, 6 cases; lamps, 14 cases; grease, 15 barrels; wire, lead, bacon, 24 half-barrels.

MAURICIO SWAIN,
Mechanical Engineer
CURITIBA, PROV. OF PARANÁ.

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